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MARINE STRIKE GROWS NEARER

Furuseth's Appeal for New Conference Friday Alone Prevents Break.

BENSON FIRM FOR CUT

Engineers Flatly Reject Reduction and Prepare for Walkout.

SEAMEN MAY COMPROMISE

Steamship Owners Say Further Negotiations Are Useless—Ready for Action.

WASHINGTON, April 27.—A final break between the shipowners and marine workers was narrowly averted at the conference called here today by Chairman Benson of the Shipping Board in an effort to prevent a threatened strike on May 1, when existing wage agreements expire. A last moment appeal by Andrew Furuseth, president of the International Seamen's Union, resulted in an agreement for further conferences Friday.

The delay was sought in order that proposals of Chairman Benson for a 15 per cent. wage reduction and changes in working conditions about might be laid before the unions, but admittedly the outlook for an agreement Friday was not bright.

Benson Will Not Recede.

Admiral Benson told the conference he would not recede from the outline of reductions he had presented as necessary to the merchant marine.

W. S. Brown, for the Marine Engineers Beneficial Association, flatly rejected the proposed wage reduction.

W. A. Thompson, representing the American steamship owners, said that unless the unions agreed to negotiate a new wage scale further conferences would be useless and that his organization was now prepared to act.

Apparently Mr. Furuseth's action in urging another meeting after submission of Chairman Benson's statement to union members alone averted an immediate break off of the negotiations.

When Admiral Benson's declaration that he would not trade on his wage proposals had brought matters to a climax, the president of the International Seamen's Union made a plea for delay and further consideration in behalf of the American merchant marine and won the consent of the conference to another session.

In his appeal Mr. Furuseth warned shipowners that he had one more proposition to offer, should a break come, that he hoped he would not be called upon to present. If that could not be avoided, he added, without revealing what he had in mind, "let the chips fall where they may."

Engineers Reject Wage Cut.

Replying to Chairman Benson's proposal for a readjustment of wages and working conditions, Mr. Brown read a resolution adopted by the engineers' wage committee, which proposed wage scale and reclassification of ships was not acceptable, although changes in working conditions were. Later he said the engineers would not recede from the stand they had taken and would not accept a wage reduction.

Without specifically touching on the wage question, Mr. Furuseth, speaking for the seamen, fishermen, cooks and stewards, declared there had not been time for the men to consult together. He suggested tentatively that elimination of overtime at sea, but not in port, might be acceptable, together with assurances that American citizens would be given the preference in employment.

Chairman Benson agreed that there had been some overtime retained, but asserted it should be most carefully guarded to avoid abuse.

The possibility of action by the steamship owners who had sought to effect a 20 to 30 per cent. wage cut was suggested by Mr. Thompson. The owners, he said, were prepared to act yesterday and were ready to act to-morrow in the event no agreement was reached to-day. He said, however, that he would report the result of the proceedings to the association meeting in New York to-morrow.

Situation Is Serious.

Announcing his call for the meeting Friday, Chairman Benson said that those who did not come in a fair spirit must bear the responsibility for the results, but that the board's stand on the proposed basis for a new agreement to replace the one expiring May 1 was unchanged.

After the meeting Mr. Brown declared that the situation was serious and looked like a strike of the engineers, although they would probably attend the Friday conference. In the event that other unions reached an agreement with the board and the owners, he said, "they cannot operate the ships without marine engineers."

Some board officials expressed the belief that while the outlook for an agreement with the engineers was bad, a satisfactory arrangement might be worked out with the other marine unions and a general shipping strike averted. Chairman Benson, however, said the situation was "very hopeful." The engineers, he said, would probably come around, but if they did not "their blood would be on their own heads."

FOUR TO DIE TO-DAY

FOR WAR IN IRELAND

Will Be Shot for Fighting Crown Forces.

By the Associated Press.

CORK, April 27.—Four men are to be shot to-morrow morning at the military barracks here. They are Patrick O'Sullivan, Maurice Moore, Patrick Bonayne and Thomas Mulvey. They were convicted of levying war against the British Crown forces.

The corporation and the Harbor Board of Cork have passed a resolution saying that as the British High Court in Ireland and the British Ministry recognize the state of war existing, the executions will contravene the laws of civilized warfare and the dictates of common humanity.

Copies of the resolution have been sent to President Harding and Pope Benedict.

TWO NEW CATHOLIC BISHOPS.

By the Associated Press.

ROME, April 27.—Pope Benedict has appointed Hugh C. Boyle, rector of the Church of St. Mary Magdalen of Home-stead, Pa., as Bishop of Pittsburgh. The Pontiff also appointed Mr. Emanuel of Chicago to be Bishop of Corpus Christi, Tex.

WOMEN TELLERS IN BANKS ATTRACT MALE DEPOSITORS

Philadelphia Conference Hears of Seattle Experiment—Paying Tellers Now Paid More Than Motor-men—Courtesy a Bank Need.

PHILADELPHIA, April 27.—It pays to have women in tellers' cages in savings banks, because men will leave a short line in front of a male teller's window to stand in a long line to wait to be served by a young woman teller, Raymond R. Frazier, president of the Washington Mutual Savings Bank of Seattle, declared to-day in an address before the second national conference of mutual savings banks.

"The day of low wages for bank employees is gone," said Mr. Frazier. "The paying teller must now get as much as and a little more than a motorman."

Victor A. Lerner of Brooklyn told the delegates that less promptitude and efficiency and more courtesy would pay the banks of the present day. He suggested a "primer" in the back of every bank book telling the "whys, wherefores and hows" of banking, so that the customer could understand.

Cardinal Dougherty, who opened the conference with prayer, said: "Savings brings self-denial, industry and honesty. It trains men to forethought, promotes good order and teaches self-respect."

"The saving man is different in his work, conservative in thought and anxious for Governmental stability."

LABOR OFFERS NEW R. R. WASTE CHARGES

Possible Savings Suggested of \$1,276,500,000 in Increased Efficiency.

Special Despatch to THE NEW YORK HERALD.

CHICAGO, April 27.—The railway labor unions fighting wage reductions before the Railroad Labor Board increased their charges of waste and inefficiency on the part of railroad managements by a quarter billion dollars to-day. In a supplemental exhibit to that filed last week setting forth alleged waste of a billion dollars, the employees charge that possible savings totaling \$1,276,500,000 could be effected if the railroads would introduce modern methods in maintenance and operation.

The larger American railroads spent nearly \$6,000,000,000 for operating expenses last year, the exhibit showed, carrying 47,000,000 passengers one mile and 450,000,000 tons of freight one mile.

The report said a freight car travels an average of only twenty-five miles a day, is loaded about two-thirds of the time and that 5.6 to 7 per cent. of all freight cars are chronically unserviceable.

A table on car performance showed that of the New England roads the Boston and Albany averaged 32.2 miles a day, while the New Haven got but 12.8 miles. In the great lakes section the Grand Trunk Western averaged 52.7 miles and the Pittsburgh and Lake Erie 10.3 miles, while in the western region the Union Pacific averaged 50.3 and the Denver and Rio Grande 17.6.

CANADA R. R. SHOPS CLOSED.

Eight Day Shutdown by Canadian Pacific and Grand Trunk.

MONTREAL, April 27.—More than 7,000 railroad shopworkers are affected by orders issued to-day closing down the shops here of the Canadian Pacific and Grand Trunk railways for eight days. The men held indignation meetings, asserting the McAdoo award under which they are operating was based on the principle that they would be given steady employment.

9 CARS DERAILED; NONE HURT.

Nine cars of train No. 64, east bound, were derailed five miles west of Altoona last night, but no passengers were killed or seriously injured, according to reports received here by Pennsylvania Railroad officials.



A Father and Son—And Their Daily Bread

William, back from the world war, "hit the ball" in his father's factory in a way that astonished and pleased the old man. He showed in a hurry he knew how to make good.

"My son," said the father one day, "I went off to the Philippines during the Spanish war, and we were all run down by the campaign. Lost our pep. Came back half starved and I was years getting back on my feet. How was it you kept all your pep so splendidly?"

"That's easy, father," William replied, "Did your military outfit live on bread—white bread, that was light and appetizing, baked until the top was pulling at the sides, and done to a fine golden color?"

"No," replied father, "we stuck to hard tack, and when we came off our long hikes you could count the men's ribs as you could the ribs of cattle off a winter range."

The bake wagon follows the army in the campaigns of today.

The Ward Baking Company, knowing the importance of bread to the soldier's health, put all of its expert knowledge at the service of the government, as soon as the world war broke out.

WARD sent over two million pounds of their Arkady Yeast Food overseas. It helped to keep over two million lads healthy and strong by helping to make better bread for the use of the American army.

The youth who eats plenty of good bread, such as WARD'S BREAD, eats the world's best food. It builds bone and muscle and makes for health.

Remember that every loaf of WARD'S BREAD

is made to make you want to eat another

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SENATE SPEEDS UP ON APPOINTMENTS

Harding Sends In Long List of Names of Men to Hold Important Domestic Posts.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., April 27.

Marked progress was made to-day by President Harding and the Senate in disposing of important domestic appointments. A long list of nominations headed by the names of Frederick J. H. Kracke of Brooklyn to be appraiser of merchandise in the customs collection district and Thomas W. Whittle of New York to be Surveyor of Customs was received by the Senate. Many nominations previously received were confirmed and it is expected that those sent in to-day will be approved as soon as they have been referred to committee and reported.

It is understood the nomination of Edward M. Morgan to be postmaster in New York city will be sent in soon. Appointments sent to the Senate to-day include those of E. I. Lewis of Indianapolis and J. B. Campbell of Spokane as members of the Interstate Commerce Commission, making the personnel of the commission complete. Several minor nominations were submitted, among them being Frank C. Ferguson of East Orange as Collector of Internal Revenue, Fifth New Jersey District, and Edward L. Sturges of Glassboro as collector for the First New Jersey District.

The Senate confirmed more than 1,200 nominations of appointments in the Navy Department and Marine Corps of a routine character, also approving Col. Jay L. Morrow as Governor of Panama, and some Department of Justice appointments in Wisconsin.

The nomination of David H. Blair of North Carolina as Internal Revenue Collector was reported by the Finance Committee. It was learned that Senator Johnson (Cal.) is displeased with this selection because Blair, when a delegate to the Chicago convention, did not support his nomination in accordance with primary instructions. The general opinion is the Blair nomination will be confirmed.

Secretary Mellon announced the appointment of Charles R. Forbes of Seattle, Wash., as director of the Bureau of War Risk Insurance, succeeding R. G. Cholmeley-Jones, whose resignation was announced at the same time.

The appointment of F. J. H. Kracke as Appraiser of the Port is likely to play an important part in the alignment for the municipal campaign this fall. Mr. Kracke formerly was with Senator Calder, but more recently went over to Jacob A. Livingston's camp.

Mr. Kracke wanted to be Collector of the Port, but realized that he could not compete with George W. Aldridge for the job. Senator Calder supported Mr. Aldridge, but succeeded in getting the Appraiser for Mr. Kracke. Political alliance both this fall and for the Senator's re-nomination.

ARBITRATE PORTO RICO STRIKE

SAN JUAN, P. R., April 27.—The striking American railroad employees have decided to return to work under an agreement for arbitration of their dispute with the company by a committee of the Insular Senate. The men struck Wednesday owing to the refusal of the company to reinstate a discharged station agent.

BETTER CARE URGED FOR EX-SOLDIERS

Senator Walsh Says Insurance, Vocational and Health Boards Failed.

WASHINGTON, April 27.—Treatment of former soldiers in the matters of hospital care, compensation, vocational training and insurance was criticized severely to-day by Senator Walsh (Mass.), Democrat, who introduced a slate of bills to remedy conditions about which the war veterans have complained.

Senator Walsh pronounced "incredible" some of the conditions in administering soldier relief laws. In many soldier hospitals, he declared, there is lack of sanitary accommodations, uncleanliness, disorder and filth, as well as inadequate medical care. Insurance benefits are curtailed, the Massachusetts Senator said, and vocational training denied.

Government "bureaucracy" and "red tape" were ascribed as reasons for conditions which, the Senator said, reproach the Government for which the soldiers had done so much. Veterans, he said, were "discouraged and dependent at the Government's treatment."

That the three principal agencies of soldier rehabilitation, the War Risk Insurance Bureau, the Federal Board for Vocational Education and the Public Health Service had "failed miserably" in coordinated effort was asserted by Senator Walsh.

To aid the veterans Senator Walsh's bill would provide a constructive programme of legislation, including: Repeal of the law forbidding payment of compensation to incapacitated ex-service men unless their disability occurred within one year after discharge. Repeal of the law limiting filing of claims to five years after the armistice. Repeal of the law requiring veterans to prove that tuberculosis or certain other ailments were caused by their service.

Payment of all War Risk insurance policies in three installments to beneficiaries instead of in 240 monthly payments.

Permitting reinstatement without physical re-examination of all lapsed policies upon payment of two months' premiums.

A law for payment of lapsed policies of men dying since the armistice after deduction of premiums due at time of death.

Decentralization of the Bureau of War Risk Insurance, giving regional officials direct authority to accept or reject compensation claims without reference to Washington.

An inquiry by the Senate into hospital conditions where service men are receiving treatment.

Abolishment of the practice of boarding service men in hospitals on a per capita payment plan.

Utilization of army cantonment hospitals and increase in medical and nursing corps or commandment of seashore and summer hotels for temporary hospital use while new Government hospitals are being completed.

This programme, Senator Walsh said, would afford immediate relief in many of the conditions affecting the war veterans.

"Let us cut this red tape," said Senator Walsh. "Let us act. I urge such a change in the present law that will remove the present widespread feeling among applicants for compensation that this Government presumes that incapacitated ex-service men are crooked, dishonest or impostors, without affirmative evidence from them to the contrary."

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